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NATIONAL FOUNDRY.

WASHINGTON, January 20, 1834.

To the Board of Navy Commissioners:

GENTLEMEN:—My letter of the 5th October, informed you of the progress I had made up to that time in the inspection directed by your several orders bearing date April 5, July 22, July 29, and August 12, 1833. I now have the honor to announce the completion of those inspections, as directed in the foregoing orders, and to report, in detail, the result thereof.

The order of the 5th April requires a "thorough and minute inspection of each gun, and a report in detail of its defects, if any." I had scarcely approached the threshold of the inspection, before I found that a tabular form was the only mode by which the information, desired by the board, could be presented to them in an intelligent shape; and as no form had been furnished me, I felt myself at liberty to adopt such a one as I believed would embrace all the material information required by my instructions, and at one view present the position as well as the relative condition of every gun inspected. The first column of the table presented herewith, contains a number which, as its heading denotes, is an index number, designed as a guide or reference to any particular gun; the index number is painted in white on the breech of every gun of each denomination, commencing with No. 1, and continuing on in numerical progression to as high a number as there are guns of any one kind at any particular yard, or naval station, always commencing with the lowest number again at each of the navy yards. The second column, containing letters of the alphabet, is designed to express the class to which each gun belongs: for instance, the letters A, B, or C, marked upon the pomillion of any gun, denote that every gun of that particular denomination, marked with the same letter, will fit the same carriage, and is used on the same deck; the third column, headed marks, contains the most prominent old marks cut, cast, or engraved upon each gun. The headings of the other columns are sufficiently explanatory of themselves; and from which it will appear that, in addition to the objects pointed out by the board, I have embraced all the dimensions necessary for the carriage maker to work by, and for disparting for sights.

The letter A, marked on the pomillion of any carronade, denotes that its diameter of bore corresponds with the bore of long guns of the same denomination.

The letter O, upon the pomillion of a carronade, signifies that its diameter of bore is less than the bore of the long guns of the same nominal calibre.

The broad arrow,* marked upon the pomillion, with white paint, of any gun or carronade, signifies condemned as totally unfit for the navy, for reasons assigned against each condemned gun on the margin of the table.

With these explanatory remarks, I might have closed this report; but, as I am required to express an opinion of the "number of guns and shot of the several weights and calibres that I consider serviceable and fit to be used in the navy," I feel myself called on to make a few general remarks in support of the opinions I have expressed in the marginal notes appended to the table. I enter upon this part of my report not without much embarrassment, well knowing that navy officers, like doctors, sometimes disagree. The gross number of great guns which have been thus critically inspected, is 1,453, exclusive of 789 cannon and gunnades; of this number, 499 are below 18-pounders, and are composed of every description, shape, and form, of the manufacture of every nation of the earth that has ever cast a gun. The substitution of carronades for long guns of less calibre than 18-pounders in naval armament, renders by far the greater portion of the old guns of and below 12-pounders, in my opinion, unfit for the navy, except such as may be deemed necessary to be retained for pivot or chase guns, for the schooners and smaller vessels that are now, or may be hereafter, introduced into the service. But of the heavy metal (18-pounders and upwards) I have more to say, especially in pronouncing against medium or light guns of any calibre; that is to say, battering cannon, which does not contain nearly 200 cwt. of iron to the pound ball: of this denomination, there are at the several navy yards, at this time, 225 32-pounders, whose average length is only 9 feet 3 inches, weighing from 48 to 52 cwt. That guns of this pattern, throwing a 32-pound ball, cannot be safe or efficient, I think needs no argument to prove at the present day. I know that I shall be told that a reduced charge of powder must be used with such guns, and that they must never be double shotted.

These very precautions are of themselves conclusive evidence of the unfitness of that description of gun for naval warfare; for the fact is, that you cannot materially reduce the quantum of powder from that long and well established charge of one-third the weight of the ball for long guns, without sensibly diminishing both the range and velocity of the ball; and although you do reduce the powder even to one-half of that standard, and train your men to the use of the single ball, a task infinitely more difficult in practice than in theory, still the reaction of the piece, and the consequent strain upon the breeching and bolts, will scarcely be lessened, for the recoil of a gun does not depend altogether upon the quantity of the powder ignited or exploded, but is governed almost entirely by the weight of the ball or balls to be put in motion by it, and is violent in exact proportion to the approximate weight of the projectile, compared with the gun from which it is discharged; the truth of this position is made manifest from the violent reaction of carronades when two pounds of powder only are frequently used as the reduced charge for 32-pound guns of that description. Again, too, for the same reasons, reducing the charge of powder is not perfect security against bursting; for gunpowder, when inflamed, expands with equal force upon the bottom of the chamber, and upon the ball, and

* A number of the guns being found at each of the naval stations, which, from age or accident, have become manifestly unfit for service, but having no authority to condemn or mutilate any gun, whatever might be its defects, to avoid confusion, and perhaps fatal mistakes, I have marked them with white paint on the pomillion, with the broad arrow, to designate them from guns which are perfect of their kind. Guns thus marked are termed condemned in the subsequent pages and tables of this report.

for a moment there is a sort of contest between the gun and the ball, which of them is to give way; and should the gun be overshotted, (a very probable event in the heat of battle) or even a single ball, by any accident, get wedged in the gun, it would be as certain to burst with a reduced as with a full charge of powder, and the only difference would be, that the damage in the one case might possibly be less than in the other. Admitting, however, that there is no danger to be apprehended from bursting of light guns, (an admission, for one, I can never make,) there are other and insuperable objections to their use in the navy, which, in my opinion, far outweigh any advantages which light 32-pounders can possess over heavy 24's on frigates' decks. In the first place, then, in order to diminish the risk of bursting, the medium 32-pounder has increased windage from one to two-tenths of an inch, is one-fifth lighter, and one foot shorter than the standard ship 32-pounders used in the navies of Europe, and in this country, too, before the introduction of this new species of ordnance. All of these variations combine to produce one certain and inevitable effect, viz: greatly to diminish the impetus, and consequently the range, particularly the point blank, not only as to distance, but most essentially lessen the chance of accurate firing. The want of length, too, in the medium 32-pounders, is a very serious objection to it; the chase of this gun being too short to admit of its projecting sufficiently clear of the ship's side, even when on an even keel, and the gun square in the port: but should it be necessary to use the weather guns in a fresh breeze by the wind, it would be almost impossible to train such guns at all, without bringing their muzzles within the ports, and doing more injury by your fire to your own than you would to your enemy's ship. All of, or even any one of the foregoing objections more than counterbalance any positive superiority which the short, light or medium 32-pounder can have over the long 24-pounder, such as the Constitution's battery, or such as have been recently cast for the Pennsylvania: and to illustrate my views, I will suppose two frigates, if you choose, the Brandywine and Constitution, to be within half point blank range; the Constitution, with her heavy 24-pounders, with a reduced charge of six pounds of good powder, firing two round shot, against the Brandywine's single 32-pound ball, fired from medium 32's, with the same quantity of powder, viz: six pounds, (for the medium 32's will not bear a heavier charge after two or three rounds:) can there be any doubt as to the result of such contest? Especially if the 24-pounder ship had the advantage of wind, and, by superior sailing could choose her distance, and take a position forward of, or abaft, the beam of her antagonist, the leeward ship would, in that case, only be able to bring her guns to bear, by yawing off, or luffing up in the wind to fire—a mode of fighting which at once destroys all chance of accurate gunnery.

Is there a captain in the navy who, having the choice of two such ships, would hesitate a moment in making his selection? I can but think that we have been led into a great error in seeking after heavy metal, at the expense of every thing else, by attributing certain causes to wrong effects; and, perhaps, the brilliant success of our frigates mounting 24-pounders, over those of our late enemy mounting 18-pounders, has been the most fruitful cause of this error, by attributing those gallant achievements to the mere difference of metal; that is, to the difference between the effects of an 18 and 24-pound ball, when, in point of fact, the great superiority consisted in the superior skill and gallantry of our officers and men; and I hazard but little in saying, that, had the difference of metal been against us, the result would have been nearly the same, for the English 18-pound shot seldom struck our ships, when at close quarters; consequently, it would have made no sort of odds what kind of balls they might have fired, for if they missed their aim altogether, the 18, 24, 32, or even 42-pound ball would be alike harmless in its passage through the air. Another objection to the medium 32-pounders, now in service, is, that although they differ but little in any of the ma-

terial dimensions, still the same *carriages will not answer for all guns of that description*, as it will be seen that their trunnions are differently placed, some below, and some in the centre. This irregularity in the position of trunnions exists in almost every species of ordnance belonging to the navy, except the gradual increase guns, which have their trunnions in the centre; and as the navy board have established central trunnions as the navy pattern, a strict regard to uniformity in this important branch of naval equipment, would point out the propriety of excluding every other description of guns from our depots and arsenals, otherwise very fatal consequences may arise from the mismatching of guns and carriages. If I have said I felt delicacy in advancing opinions in relation to the old ordnance of the navy, which may be in opposition to those entertained by some of our most experienced commanders, there is yet another branch of the subject which I approach with still greater deference; but, called on, as I conceive I am, by a sense of duty to my country, I have no disposition to shrink from its responsibility. By the order of the 5th April, the guns cast for the navy since the year 1816, would be excluded from this report, but the orders of the 22d and 29th July, direct my attention to all guns and carronades in depot. Those under the head of gradual increase, consist of long or heavy 42-pounders, long 32-pounders, 42 and 32-pound carronades, and a set of long 24-pounders for the upper deck of the Pennsylvania. These guns and carronades, except the 42-pounders, I think are *without fault*, and probably could not be improved on. Of the utility of using the long 42-pounder on board our ships at all, I shall here say nothing; but if they are to be retained as a permanent part of our naval armament, a new pattern ought to be adopted, for the present guns are manifestly defective in two essential particulars, viz: in length, the chase being too short to admit of free use through the sides of ships as thick as those of our large class 74's. The other defect is in the turn of the breech, which is almost at right angles with the axis of the bore, thereby forming so short a nip over the breech band as to make it very difficult to render the breeching, especially in cold weather, and, in my opinion, would be the cause of rendering useless many a gun in course of an ordinary fight.

I have now to speak of another description of guns, of modern invention, which, if the concurrent opinions of commanders who have sailed in ships which mount them will pass for any thing, are of more than doubtful character, and the propriety of retaining them in the navy ought at once to be inquired into, and the question of their capacity to do good service be at once put to rest; for, at present, no one, that I have heard speak of those guns, has confidence in them, as the entire armament of a sloop of war. I mean the new Congreve, or medium 24-pounders, cast for ten sloops of war built by a special act of Congress, passed third of March, 1825. What I have said in opposition to medium, or light 32-pounders, in another part of this report, appears to me to apply with peculiar force to this last description of guns.

I will now proceed to close my remarks, making a few observations upon the general condition and state of preservation in which I found the ordnance of the navy at several depots. The aggregate number (old) of guns and carronades of every description, which passed under my view during the last summer, at Portsmouth, N. H., Charlestown, Mass., Brooklyn, N. Y., Philadelphia, Gosport, Va., and Washington, D. C., is 2,242. These guns are, for the most part, stowed on wooden skids or ways, more or less elevated from the ground, except at the Charlestown yard, where they are ranged on granite ways. The guns at Portsmouth, Charlestown, Philadelphia, and Washington, are in a state of tolerable preservation; but at New York, from their exposed situation, being stowed on what is called the block, subjected as they are to the constant action of the salt air by which they are surrounded, and to frequent wetting by the dashing of the spray over the walls during high winds, and the occasional overflowing of the block by high tides, the guns in that depot are in a state of rapid deterioration, which, if not arrested, will, in a few years, render them all unfit for the navy. Whatever the necessity may have been for placing the guns in that position while the grading of the navy yard was going on, does not now seem to exist; for the several parks re-

cently enclosed within the yard appear to be the most appropriate places to deposit such of the guns as it may be determined to retain in our service. At Gosport, Va., the guns were in progress of cleaning and restowing. When that work is completed, they will be in a better condition to resist the effects of time than they have hitherto been. In the course of this inspection I have had good opportunities of comparing the effects of various compositions used at the different stations, for coating iron guns exposed to the weather, none of which seem to be of the least benefit, except that which consists chiefly of black lead. On the contrary, every description of lacker, consisting wholly or in part of bitumen, is manifestly injurious as a covering to iron exposed to the weather; for I found almost invariably, when thick coats of lacker had been long on a gun, an attempt to remove it brought with it thick scales of metal, and left the surface rough and uneven. Next to the black lead composition, common cold tar seemed to be the best preservative for outside coating, but an objection to its use may be in the difficulty of removing it when the gun is required for service.

At the old military arsenal on the Schuylkill, near Philadelphia, I found about eighty pieces of cannon belonging to the navy, which, it seems from tradition, have been lying there more than thirty years, probably ever since the reduction of the navy in 1800; but, be that as it may, these guns have taken very good care of themselves, for I found no old guns any where else, whose exterior as well as interior surface was as smooth and free from rust and scales as those guns are, both inside and out; they had been stowed on yellow pine skids, the upper angles of which were chamfered off to a narrow ridge. These skids are supported by pieces of masonry about three feet high, so that the guns, when placed on the skids, are about four feet clear of the ground. Some of the skids, however, have decayed, and the guns have fallen to the ground. The only additional precaution which seems to have been taken to protect these guns from the effects of all-destroying time, was to drive tompons of pine (in length more than the diameter of the bore) firmly into, and even with, the muzzles. The touch holes, or vents, were plugged with soft pine, forcibly driven in, and the guns were then turned vents down, and so left to time and chance; for I could not discover that any lacker or coating of any kind had been put on them, other than the ordinary painting which they may have had on board of whatever ship or vessel they were last used, and that had long since washed off, leaving the part of the gun most exposed to the pelting storms as naked and as smooth too as when they left the boring-mill.

From the length of time which has elapsed since the date of your first order, "5th April, 1833," it may not be amiss, here to remark, that nearly three months were lost in waiting for the cylinder shot-gauges which had to be cast at the West Point foundry; and when they were received, an error in their dimensions rendered them unfit for use, as reported by me in a former communication. The progress of the inspection was subsequently suspended several weeks, in the execution of your orders to regulate eprouvettes, and prove powder, dated October ninth and tenth. The nicety to be observed in many of the admeasurements, as well as magnitude of the work, and the great amount of labor to be performed, would not admit of hurry in the performance of this duty; and notwithstanding no means, within my control, have been left unemployed to ensure accuracy throughout, I cannot flatter myself into a belief that some errors will not be found, which may make it necessary for myself or assistant to revisit some, or perhaps all, of the stations, to correct, particularly in the nomenclature and classification of guns.

The order of the 12th of August suspended a critical inspection of the shot at that time; I therefore made but a superficial examination of them in the course of my tour; but without guaging or handling them at all, I saw enough to justify me in saying that, in general, they require a thorough overhauling, and restowing in proper order, and under cover, without being lackered, unless black lead is used. This would be a work of much time; and unless some responsible officer (a lieutenant) at each station is assigned to this work, and held accountable for its faithful performance, it will be useless to undertake it.

A report of the number and condition of the small

arms will be the subject of another communication, and will be made as soon as time will permit.

All of which is most respectfully submitted by, &c.,
THOS. AP CATESBY JONES,
Captain, Inspector of Ordnance, U. S. Navy.

NATIONAL FOUNDRY.—In publishing, a few days ago, Mr. W. C. JOHNSON's report on the subject of a Government Cannon Foundry, within the District of Columbia, we promised to give, in a future paper, some of the documents which accompanied the report. We accordingly insert to-day the very full and satisfactory report made to the Commissioners of the Navy by Captain CATESBY JONES, inspector of ordnance for the navy; which, besides its bearing on the question of a site for a National Foundry, contains many interesting facts in regard to the fabrication of ordnance, &c.—*National Intelligencer.*

From the New York Journal of Commerce.

Some particulars of the loss of the ship *Mentor*, and sufferings and death of the greater part of the crew.

A month or two since, we copied from a Canton paper, a brief paragraph, mentioning the arrival at that port of two American seamen, late of the whale ship *Mentor*, lost in the Pacific Ocean. These two seamen, whose names are Horace Holden and Benjamin H. Nute, arrived in New York from Canton, on the 5th instant, after an absence of nearly five years from the United States, during the greater part of which time they had been held in slavery by the savages of the Pelew Islands. Having learned that the facts connected with their shipwreck and subsequent history were of an interesting character, we yesterday sought an interview with them, and in a long conversation obtained from them the following particulars:—

On the 20th July, 1830, the *Mentor* sailed from New Bedford, for the South Seas, on a whaling voyage, with a complement of twenty-two men, including the officers. On leaving New Bedford, the first place they touched at was the Azores. After a short stay at Ferrol, they passed through the Timore Straits, and continued their voyage without any thing remarkable occurring, until they passed Amboyna, with the intention of going to the Tinian Islands, near the Philippines.

It was then advanced in the month of May, 1831, and for some days previous to the 21st the weather had been so extremely boisterous that they were unable to take any observation. On the 21st of May the weather became still worse, and a most tremendous storm came on, which obliged them to take in almost all their sails; the gale continued, and between eleven and twelve o'clock that night, whilst the vessel was steering under a close-reefed main topsail, and a back topmast staysail, she struck upon a coral reef running out from the nearest of the Pelew Islands.

It was evident to all on board that the vessel was irretrievably lost, and must soon go to pieces, and a boat was lowered from her and eleven of the crew got into it, who pushed off from the ship and were never afterwards heard of. They in all probability perished, as it was impossible that any boat could live long in such a tremendous storm. The remaining eleven of the crew remained and still struggled, though without a hope to save the ship. They cut away the masts and did every thing they could to right her, but she still lay on her beamends a helpless mark for the fury of the waves. Her crew at length gave up their useless efforts in despair, and attended to their own safety by lashing themselves to the weather side of the ship, where they remained until morning. As soon as the day dawned, they launched the remaining boat from the ship, and the eleven survivors got into her and rowed along the reef about two miles from the wreck, where they got on dry land. Here they remained two days and nights, having nothing to subsist on but about four gallons of water and some seven or eight pounds of bread, which was all they took from the wreck except some of their clothes, two or three cutlasses, a musket and a pair of pistols. On the third morning at daylight they beheld thirty or forty canoes making towards them, one of which was two or three miles ahead of the others. The captain of the

ship immediately informed his men that they would be soon surrounded by savages, and recommended them to quietly submit to them, as they had no other choice. The leading canoe, which was filled with naked savages, soon came near them, and then lay to, until the seamen hoisted a shirt as a signal of amity, and the savages immediately landed on the reef, and rushed on the men, from whom they took their clothes and weapons of defence, which the savages carried into their canoes, and then authoritatively called out to the seamen, "*more viol, more viol,*" (come to the wreck,) making these words intelligible by pointing to the ship, to which they insisted the seamen should accompany them. The seamen went into their boat and accompanied the savages back to the wreck, from which they took all the fire-arms, and whatever else they could carry in their canoes. All the canoes went away except one which remained, the savages in which made signs to the seamen to throw them a rope, and they would tow them to land. The seamen accordingly threw them a rope, and the savages towed their boat until they were near the land, when they suddenly stopped, and used such threatening gestures towards the boat's crew, that the captain ordered Mr. Nute to cut the rope which fastened the boat to the canoe, and told his men to pull away from her. The savages discovered the intention of the seamen, and threw their war clubs and some cocoa nuts at them, and then flung their spears at them. With the exception, however, of one man, whose face was dreadfully shattered, the seamen sustained no injury, and got clear of the land and pulled for the open sea, chased, however, for several hours by the savages. At sundown the seamen again beheld land, and reached it the ensuing day, in a state of the utmost exhaustion.

The place where they landed at was a small uninhabited island, about half a mile from a larger one.—They had scarcely landed when they saw a canoe approach them with two savages in it, who held up a fish in token of friendship. The seamen in return caught a large crab and held it up as an answering signal, and the savages then landed, came close to the seamen, and laughed, and appeared to be pleased with the meeting. After some time they made signs to the seamen to follow them, and went into their canoes.—The seamen did so, and were conducted towards the larger island. On their way to it they were surrounded by several canoes, and a chief, who was in one of them, sprung from it into the seamen's boat, and furiously assaulted the captain. This seemed to be the signal for a general assault on the seamen, and they were attacked all sides, and ultimately overpowered and stripped naked, and in this condition they were brought to land. On coming on shore they were surrounded by the women and children, who seemed to regard them as extraordinary objects of curiosity, and repeatedly put their hands on them to examine them more minutely. Near where they landed was a platform of stones, on which were assembled all the chiefs of the nation, who had assembled to determine what was to be done with the strangers. When they had deliberated some time, the women and children, who seemed to take a great interest in the seamen, began to cry, which the unfortunate seamen considered as a sign that their fate was determined on. Such was not, however, the case, as the savages gave them a sort of toddy to drink, composed of water and molasses, made from the saccharine of the cocoa nut, after drinking which, they were conducted to the chief town, called Ibuel, where the chiefs held another council regarding them. Whilst this council was being held, the seamen were not a little astonished at seeing a seeming savage run towards them and address them in English.

On entering into conversation with him, they learned that he was an Englishman, who had deserted his ship more than twenty years back, had remained on the island ever since, and become a chief, and exercised unlimited influence amongst the savages. Through this man's influence they had a house assigned them to live in, and were well treated whilst they remained on the island. The island produced cocoa nuts and yams in great abundance, and was well stocked with pigs and goats, and resorted to by immense flocks of sea fowl.

Their English friend induced the savages to return them a shirt and trousers each, and this was all the clothes they had whilst they remained on the island. In every other respect, however, they were as well

off as they could possibly expect to be under such circumstances, being well fed and not required to do any work. After remaining here six months, and finding there was no likelihood of a vessel touching at the island, they induced the savages by promises of rewards to build them a canoe, and let eight of them leave the island, the other three remaining as hostages for the promised payment. These eight seamen, accompanied by three natives, embarked in the canoe and the seamen's boat, and set sail for Amboyna. Five days after they left the island the canoe foundered, and the eight seamen and the savages were obliged to take to the boat; their stock of provisions consisting of four cocoa nuts each and about twelve quarts of water. In four days after, they arrived (being the 6th of December, 1831) within sight of Lord North's Island, in latitude $3^{\circ} 3'$ north, and $131^{\circ} 20'$ east. When they came within five or six miles of this island, nearly twenty canoes surrounded them and knocked every one of them overboard, and then shivered their boat to pieces with their war clubs.

Whilst the savages were knocking their boat to pieces the seamen swam from one canoe to another and attempted to get into them, but were repulsed by the savages until they had completely destroyed their boat, and they then picked up the seamen and brought them to the island. This island, unlike the one they had left, is extremely barren and unproductive, producing scarcely any thing but the cocoa nut tree, and no animals but lizards and mice. The inhabitants, about four or five hundred in number, lead a most miserable, wretched life, and it is no uncommon thing for many of them to die of starvation. On being landed, the savages stripped the seamen of the wretched rags that remained on them, and then apportioned them out as slaves to different masters in the island. Whilst they remained here, they were treated in the most cruel manner, half starved, and almost worked to death by their barbarous task-masters. Some months after their arrival, one of them died literally of starvation. Another of them was put to death for some trifling offence, by battering out his brains with stones. About ten months after their capture, a Spanish vessel passed the island, and some of the canoes put off to sell her some cocoa nuts, and the captain of the vessel and one of the crew got into one of the canoes to go on board her, but were cast in the sea; they then swam to another canoe, from which they were also cast into the ocean; but after being treated in this way repeatedly, their tyrants at last took compassion on them, and by the orders of one of their prophets, allowed them to be put on board the ship. They were never after heard of by their companions. Two more of the unfortunate seamen soon after died from overwork and starvation. Holden and Nute were now the only survivors, and were reduced to such a state of exhaustion that they could no longer labor, and were then refused even the scanty allowance of food which had been hitherto doled out to them. Their only subsistence was now drawn from the charity of the more kindly disposed amongst the savages, who now and then bestowed on them a little food, but so inadequate to sustain nature, that the three men were reduced to mere skeletons, and a few weeks, if not days, must have terminated their lives, but fortunately a ship hove in sight, and the savages were induced to put them on board her, by promises of reward from the seamen, and the conviction that they could be no longer any thing but an incumbrance to them; they accordingly put them on board their canoes and brought them towards the ship. They left the island on the — of —, after residing there three years in the most dreadful state of slavery and every sort of privation. The following letter from the captain of the ship which took them from the island, describes their situation, and the circumstances under which he fell in with them.

LINTIN, 29th December, 1834.

This is to certify that, on the 27th day of November, 1834, off the small island, commonly called Lord North's by the English, situated in latitude $3^{\circ} 03'$ north, and $131^{\circ} 20'$ east, on board the British barque Britannia, bound to Canton river, we observed about ten or eleven canoes, containing upwards of one hundred men, approaching the vessel, in a calm, or nearly so, with the intention of coming alongside. But having the small complement of thirteen men, it was considered most prudent to keep them off, which was

effected by firing a few six pound shots in a contrary direction from the boats, some of which were then within pistol shot. At the same time hearing cries in our own language, begging to be taken on board, the boat was despatched away to know the cause. The boat returned to the ship, and reported an American on board one of them. She was then sent back, having strict orders to act with caution, and the man got from the canoe into the sea, and was taken up by the ship's boat, and brought on board. He then stated in what manner he came there, and said they had another of his countrymen in another canoe. I said that if we could get some of the boats dispersed, that every assistance should be rendered for the liberty of the other man. Accordingly they did so, all but three. The ship's boat was despatched in search, and soon found the other man. He was brought on board, but in a most deplorable condition, with a fever, from the effects of a miserable subsistence. These two poor fellows were quite naked under a burning sun. They appeared to bear all the marks of their long servitude, and I should suppose two or three days would have been the end of the last man taken on board, but for this act of Providence. It appears that these men were wrecked in the ship Mentor, on the Pelew Islands, and were proceeding with their commander to some Dutch settlement, in one of the Pelew Island canoes, when they got to the aforementioned island, and were detained by the natives; and that Captain Edward C. Barnard had got on board some ship, and reached Cantop river shortly after their detention at the island; which has been confirmed by the different masters now at the port of Lintin.

The statement given in to me by the two men, runs thus:—That they were wrecked May 21st, 1831, on the Pelew Islands, and detained on Lord North's Island, 6th December, 1831. The two men's names are Benjamin H. Nute, and Horace Holden. I should thank any ship-master now in port, acquainted with the circumstances, to confirm it by his signature, in order to make some provision for these men, should they require it. But from the disposition and liberality of those American gentlemen coming forward, that are already acquainted with the circumstance, perhaps it will be unnecessary. At the same time, I shall be very willing to draw up any form, or in any other way that I may forward their views, according to the opinion of their American friends. I should hope that every vessel passing in the direction of the aforementioned island, passing any of their boats, will give them a trifle. I gave them what articles those two men thought most beneficial, and should have held a closer communication with them, had I been better manned and armed.

HENRY SHORT,

Barque Britannia.

From Canton they were brought home in an American vessel, and arrived here 5th of May.

During their residence on the two islands, they learned the languages of the inhabitants of each, which are essentially different. There is also a vast difference in their appearance, which may be attributed to the one having sufficient food, and the other being half starved. In one lamentable particular, the savages of both islands are completely alike; namely, a total and entire ignorance of the true God. They believe, however, in a Supreme Being, and have idols to represent him, which are made about the size and appearance of a human being. These idols are kept in huts built for the purpose, and at certain periods, their priest or prophet goes into the hut, accompanied by the people, and addresses the idol in some sort of gibberish, and whilst he is doing so, the people believe that he is holding a conversation with God. This continues for a few minutes, and the people leave the hut, and this is the only sort of prayer or worship they have amongst them. The islanders believe the Americans are a superior order or beings, who dwell not upon the earth, and can create every thing necessary for their wants, particularly iron, which is held in the greatest estimation by the savages.

A part of their religion, which is considered indispensable, consists in tattooing, in a most curious manner, the front of the person from the chest downwards, and this ceremony was inflicted on the seamen in so rude and barbarous a manner as to almost kill them.

Before closing this article, it may not be amiss to mention that Messrs. Holden and Nute, who have lost all the property they possessed by their unfortunate

shipwreck, and have lost their health from ill treatment during their slavery, are now residing at 62 Cherry street, and anxious to return to their friends after such a long absence, but have not the means to do so.

From the N. Y. Journal of Commerce.

NEW BEDFORD, 6 mo., 1st, 1835.

Observing in your paper of the fourth instant, that you had an interview with Holden and Nute, the two seamen taken from Lord North's Island; that they were in a very destitute situation, had not the means of getting to their friends, &c.; if you could procure a conveyance for them to this place, I would be answerable for their receiving assistance sufficient to enable them to return to their friends. I feel desirous to have them come this way. I feel deeply interested in the fate of the crew of that ill fated ship, the Mentor, having had a promising son on board, of the age of seventeen, who was in the boat that left the ship immediately after she struck, and, from a statement made me by Captain Barnard, there are strong reasons to believe that that boat's crew did not perish that night. If the boat succeeded in getting clear of the ship, Captain Barnard considered them out of danger; and there was no evidence whatsoever that they did not get clear, and as there was a very strong current setting eastward, they might reach some island in that direction. I am sorry that any impression should go abroad that should have a tendency to abandon a thorough search for them. Captain Barnard stated, that from a calculation made the day before the wreck of the ship, land lay to the east of them. The mate being in the boat, and knowing the fact, would probably steer in that direction; and aided by a strong current and the protecting hand of Providence, they might have succeeded in reaching land.

On the receipt of this letter, we immediately took measures to ascertain if the two seamen had left the city, intending, if they had not, to provide them a passage to New Bedford at our own expense. We, however, found that a subscription of \$30 had been raised for them, which we hope will be increased to \$300. They appear to be very deserving young men, but their health is greatly impaired by the sufferings they have endured, and it is uncertain how soon, or whether ever, they will regain it. Their expenses since their arrival here have been something, and they are of course utterly destitute.

Extract of a letter from W. R. Rodman, Esq., of New Bedford, to a commercial house in this city.

"By the New York papers I perceive that two men, who were wrecked in my ship, the Mentor, are in a destitute situation at No. 62 or 63 Cherry-street.—Will you oblige me so much as to look them up, pay a reasonable sum for their board, and send them on here by the first packet."

We learn that a purse of between \$200 and \$300 was made up in Canton for the two shipwrecked seamen, Holden and Nute, and committed to the care of Captain Lavender, of the ship Morrison, who has paid it over to them since their arrival in this city. Of course they are not in the extremely destitute condition which we at first supposed them to be.

SHIP MENTOR.—The two persons formerly belonging to the Mentor of New Bedford, who recently returned from Lord North's Island, state that their four companions left on that inhospitable spot about three years previous, are all dead, owing to the ill treatment and barbarity of the natives. There are four or five hundred savages on the island, who exercised every species of cruelty towards these unfortunate men—the survivors having but barely escaped with their lives. The island is represented as sterile and miserable in the extreme. Instructions have been given for the next United States' vessel returning from the Pacific to touch at the Pelew Islands, for the purpose of taking off any part of the Mentor's crew, or other Americans, who may be found there. It is barely possible that one boat's crew from that ship may have reached those islands.—*Nantucket Inquirer.*

Selected Poetry.

TO THE MEDITERRANEAN.

'Tis the sea of past ages, that fades on my sight,
The sea of the poet, the seer, and the knight,
Where Virgil had sung, where Israel had pray'd,
Where Richard had cross'd to the holy crusade.

Farewell, then, first sea, of the wise and the brave!
Of all that was mighty, the cradle and grave;
For the slave and the bigot now skulk on the shore,
Where the Greek and the Roman trod proudly before.

Farewell! and with sorrow I bid thee adieu,
Thou spell that hast rous'd my young feeling's anew;
For still would I wish thee, proud vision to last,
That threw o'er the present, the charms of the past.

Though thy brightness is faded, thy glory is fled,
Oh! still would I muse o'er thy great that are dead;
Though the land that I seek is not now Freedom's home,
Her birth-place was Athens, her station was Rome.

I have sail'd o'er thy bosom, thou sea ever blest,
With fullness and strength from the depths of the west;
I have gazed on the hues which its heavings unfold,
Thou mirror of heaven's own azure of gold.

May thy spirit pursue me when far from thy side,
And grant my fix'd purpose may ne'er know a tide;
With thy best and thy bravest still urge me to vie,
Like thy sages to live, like thy heroes to die!

THE DYING AMERICAN TAR.

His couch was his shroud, in his hammock he died,
The shot of the foeman was true;
The red current flow'd, and faintly he sigh'd,
"Adieu! my brave shipmates! adieu!"

"Away to your stations; it ne'er must be said
Your banners you fur'd to a foe;
Let those stars ever shine at your main-mast head,
And the pathway to victory show.

"Remember the accents of Lawrence the brave,
Ere the spirit has fled to its rest,—
Don't give 'up the ship!'—let her sink 'neath the wave
And the breeze sigh her fate to the west.

"My spirit must soon from its clay hulk depart,
And the hulk be a prey for the shark;
But while it remains, and a drop warms the heart,
I'll cheer the brave crew of our barque."

He said—and a gun to the leeward was heard!
'Twas the enemy's, well he knew;
He rais'd up his head, then three times he cheer'd,
And expir'd as he utter'd—adieu!

MODE OF PRESERVING MILK FOR LONG VOYAGES.—Provide a quantity of pint or quart bottles, (new ones are perhaps the best;) they must be perfectly sweet and clean, and very dry before they are made use of. Instead of drawing the milk from the cow into the pail as usual, it is to be milked into the bottles. As soon as any of them are filled sufficiently, they should be immediately well corked with the very best cork, in order to keep out the external air, and fastened tight with pack thread or wire, as the corks in bottles which contain cider generally are. Then on the bottom of an iron or copper boiler spread a little straw; on that lay a row of the bottles filled with milk, with some straw between each to prevent them from breaking, and so on alternately, until the boiler has a sufficient quantity in; then fill it up with cold water. Heat the water gradually until it begins to boil, and as soon as that is perceivable draw the fire.—The bottles must remain undisturbed in the boiler until they are quite cool. Then take them out, and afterwards pack them in hamper, either with straw or saw dust, and stow them in the coolest part of the ship. Milk preserved in this way has been taken to the West Indies and back, and at the end of that time was as sweet as when drawn from the cow.—*London paper.*

WASHINGTON;

THURSDAY,.....JUNE 18, 1835.

It was rumored in Washington in the early part of the week, that the frigate Constitution arrived at New York on Friday, having on board Mr. Livingston and family; but the New York papers of Saturday are silent upon the subject, nor can we learn that the mail of Tuesday morning brought any confirmation of the rumor.

The frigate may be hourly expected, as the English papers state that she sailed from Havre on the 5th May.

The board for the examination of midshipmen has not yet adjourned, but it is expected that their labors will be brought to a close in a few days. We learn, indirectly, that five have been rejected. We shall publish the names of those who have passed, as soon as we can procure a list.

The citizens of Washington have been much gratified by a visit from the Boston Independent Fusileers, with their superior band. This company arrived in the city on Friday afternoon, and encamped near the Capitol. The National Intelligencer says that they paid their respects to the President on Saturday, and visited the Capitol, Navy Yard, &c. They were hospitably entertained by the President, by Commodore Hull at the Navy Yard, and by Colonel Henderson at the Head Quarters of the Marine Corps. They accepted also of the hospitable invitation of Mr. Gadsby, to halt at the National Hotel, in the course of the day, and there partook of a liberal and excellent collation. They were escorted during the day by a company of Marines, under Lieutenant Sprague, whose fine appearance (in the rich new uniform of the corps) and excellent music, added greatly to the pleasure afforded to our citizens by the splendid appearance and unequalled band of the Fusileers.

The company attended divine service on Sunday forenoon, at the Rev. Mr. Palfrey's (Unitarian) Church.

After visiting on Monday, Major General W. Jones, and paying a brief visit to Georgetown, on the invitation of General Walter Smith, the corps embarked in the steamer Sydney, on a visit to Mount Vernon. A large number of citizens, comprising many of the officers of the Government, united in tendering the Sydney for this purpose, as well as all suitable provision for the entertainment and refreshment of the guests on the excursion.

On Monday evening, the band gratified many of the citizens with a specimen of their musical powers, by serenading in various parts of the city and Georgetown.

The company at first contemplated visiting Fredericksburg, and the tomb of the 'Mother of Washington,' but found they could not do so without breaking through several engagements entered into as they came on.

On Tuesday they took their departure for Baltimore, at the limits of which city they will be met by an escort of the volunteer corps.

We hope the Fusileers will find much cause to be pleased with their southern excursion.

FRANCIS B. FOGG, Esq., of Tennessee, has been invited to attend the examination of the cadets of the Military Academy at West Point, New York.

FUNERAL OBSEQUIES OF COMMODORE HENLEY.

The United States' ship *Vandalia* arrived at Pensacola, on Thursday 28th ultimo, with the remains of Commodore Henley.

On the ensuing day (Friday) at a quarter past two P. M., eight boats shoved off from the ship, at anchor near the Navy Yard, pulling half-minute strokes; (slower strokes could not be taken in consequence of the current.) Thirteen minute guns were fired from the ship, as the boats proceeded in the following manner to the Navy Yard:—

First boat—Captain Ross, of the Marine Corps, and a part of the guard of the ship.

Second boat—Officers and marines.

Third boat—Corpsé, with the broad pendant at half-mast, the staff moulded with black crape and a piece of the same flying at the upper end; the awning spread, six petty officers in mourning, and the servants of the deceased sitting round the coffin.

Fourth boat—Officer and seamen.

Fifth boat—Officer and petty officers.

Sixth boat—A midshipman and the forward officers.

Seventh boat—Commissioned officers.

Eighth boat—Captain Webb and Lieut. Mattison.

At the landing the procession was met by Commodore Chauncey, Captain Latimer, Lieutenant McIntosh, the surgeons and other officers of the station, with the ordinary men and marines of the yard, and a hearse. The hearse was lined with the Union jack, the coffin placed therein and covered with the ensign, and upon that the hat and sword of the deceased. The procession was then formed and marched to the house of the commodore in the following order:—

Captain Ross and the marines, with music playing the dead march.

THE HEARSE.

Medical officers.

Servants of the deceased.

Seamen and petty officers, in pairs.

Forward officers, midshipmen, purser and lieutenants of the *Vandalia*.

Captain Chase, of the Engineer Corps, Lieutenants Mattison and McIntosh, Captains Latimer and Webb, and Commodore Chauncey, the citizens bringing up the rear.

At the commodore's house, Captain Webb, Lieutenants McIntosh, Mattison, Thorburn and Hunt, and Acting Master Rowan, were habited as Pall Bearers, and walked beside the corpse to the grave, preceded by the clergyman.

When the hearse arrived at the place of interment, outside of the yard, the officers, marines and men formed round the grave; the coffin was lowered into the earth; the funeral service read; three volleys of musketry fired over the grave; and the officers and men returned to the yard in reversed order.

Instructions have been forwarded to Captain L. Rousseau, the senior naval officer afloat on the West India station, to discharge temporarily the duties of commander of our naval forces in that quarter.

The selection of a commodore for the squadron, will probably be made at an early day by the Secretary of the Navy.

The New York Times of the 15th inst. states on authority, "that no location has been decided on for the United States Dry Dock."

We learn from Fort Leavenworth, that the detachment of dragoons at that post would start about the 25th ult., on their expedition to the prairies.

The French papers brought by the late arrivals from Europe contain the following intelligence, which we hope may tend to soothe any irritability of feeling that may subsist between us and our former allies.

The Journal of Cherbourg, of the 26th April, says: "Yesterday afternoon, at 4 o'clock, the civil, maritime, and military authorities of Cherbourg paid a visit on board the American frigate *Constitution*, which received them with a salute, which was returned by our batteries on shore."

Our readers will recollect that, on the anniversary of St. Phillip, last year, some French seamen on board the Suffrein ship of the line were accidentally killed, and others disabled, on firing a salute from the American frigate *United States*. The day previous to the departure of Mr. Livingston, from Paris for Havre, that gentleman signed a convention with the Duke de Broglie, by which an annual pension of 120 dollars was secured to be paid during life to each of the sufferers, and a like sum to the parents of those who were killed.

OLD FRIENDS.—During the last visit of the U. S. ship *United States*, at Vourla, Captain DACRES, the former commander of the *Guerriere*, came into that port in command of the English line-of-battle-ship *Edinburgh*—he immediately, upon his introduction to Captain Ballard, inquired after his old friend, Commodore HULL.

Extract of a letter from Capt. H. M. Shreve to the Chief Engineer, dated

GREAT RAFT, RED RIVER, May 10, 1835.

"I have to inform the department that my progress in removing the raft, for the last twenty days, has been slow. In that time I have proceeded but six miles with the work; which was the most difficult yet met with, and probably the greatest portion of labor for the distance, that yet remains to be removed. It was located in a part of the river where there was no current, until after the raft had been removed. There is yet about four miles, next above, in the same situation. However, I have succeeded in partially stopping the bayous above, that carried off all the water on the northeast side of the river, and have now some current flowing down the old river. The navigation, as far as I have proceeded, is very good, and free from obstructions. My operations for the season will be closed on the 25th inst., when I shall proceed to Louisville, Ky. As soon as practicable, from that place, I will transmit a full report of all my operations this year."

SHARKS IN PENSACOLA.

Wo to the unfortunate wight, who would breast the waves and sharks of Pensacola for a sight of his sweetheart. Happily, there are no frail fair ones here, as at Port Mahon and elsewhere; consequently no inducement for a man to run such a risk; if he did, and escaped with all his fins, I am much mistaken.

Yesterday, we caught a shark alongside the *Vandalia*, measuring thirteen feet in length, and five feet round; his jaw (which contained seven rows of teeth) could, when cut out, easily be passed over the head and body of the largest man in the ship. All the eloquence of a Cicero, and the professional knowledge of a Buffon, would not make 'Old Bob,' the foremast man, believe but what he followed us from Havana, from the circumstance of our having the corpse of the Commodore on board.

May 31.

J. P. J.

Communications.

PAY OF THE NAVY.

June 12, 1835.

MR. EDITOR: In looking over the 22d number of the Army and Navy Chronicle a few days since, my attention was drawn to an article headed "Pay of the Navy," over the signature of "Falconer." I could but be astonished, (as I presume all were whose attentions were attracted to it,) at the singular inferences drawn by the writer, as also, some of his rather broad assertions.

The writer of the article in question, bases his subject upon the institution of a comparison between the pay of the Passed Midshipmen, and that clause in the bill regulating the pay of the Navy, providing for the grade of Second Masters. He assumes that Second Masters, who really have no existence at present in the Navy, are (to use the language of the writer himself) "neither more nor less than Passed Midshipmen," who, unfortunately for that grade, have much too long an existence, as I doubt not some two hundred would readily bear witness. Now, I am greatly at a loss to conceive how the writer could have reconciled it to himself to assert that a grade, which (every one at all conversant with the service must know) has no existence, "is neither more nor less than that which does exist." Can Falconer find a list of Second Masters in the Navy Register?

I would like to know where he obtained information to induce him to assert that Passed Midshipmen are Second Masters, or Second Masters Passed Midshipmen.

Why did he not carry his comparison still farther, and include the "Masters' Mates?" His reasoning would hold equally good on the one and the other case. The same analogy seems to me to exist between the Passed Midshipmen and Masters' Mates, as that existing between the Passed Midshipmen and Second Masters. I cannot perceive any distinction. When we speak of the officers performing the duties of masters on board frigates &c., we usually say, — is first, and — is second, meaning merely thereby, that one holds a higher place upon the list, or higher rank if you please, than the other. We also say, Midshipman or Passed Midshipman — is Master's Mate of the gun-deck, &c. Is there then any more authority for asserting that a Passed Midshipman is obliged to perform the duties of Second Master, which he asserts is a higher grade, and receive a less salary than those of his own grade while in the performance of the usual duties attached thereto, or on leave of absence, than in the case of "Masters' Mates," who are also provided for in the same bill? If the inferences drawn by Falconer were correct, we would indeed witness a novelty seldom if ever before heard of in any age or country, that of (to use an Irishism) *promoting officers backwards*.

If he had taken the trouble of inquiring from those, whose duty it is to expound the laws of Congress relating to the Navy, instead of assuming himself the duty, he would most probably not only have had his riddle solved, relieved from the dilemma in which the various modifications of the bill during its discussion caused him to be placed, but learned also, that the Department not recognizing any such grade as that of Second Master, will consider all Passed Midshipmen detailed for such duty, as masters without a distinction of class, where the same vessel requires one or a dozen of that grade. Thus much for Falconer, his legal and other notions upon this subject.

HAMILTON.

THE SEVENTH INFANTRY.

MR. EDITOR:—In admitting into your paper of the 28th of May, an article signed *Arkansas*, you either failed to exercise your accustomed discrimination in excluding personalities from your columns, or I must have been morbidly sensitive to the impression at the time I read it, for I can in no other way account for your inserting one of its paragraphs, which, by implication at least, tends to impeach the public character of one of the most venerable and meritorious of our field officers of infantry. The writer of this sinister essay, who is evidently a disaffected member of the seventh, instead of plainly and forcibly setting forth the rights of his corps, and its claims to change of location, based on the length and character of its service,

out of which he could have made a case strong enough to have commanded public attention, very covertly charges his colonel with having sacrificed the military pride, the moral well-being and the health of his regiment on the altar of self-interest; for your correspondent, after stating his belief that the seventh infantry is retained upon the Arkansas frontier to minister to his cupidity, very sagely moralizes upon the evils of permanence in military commands, to which he ascribes the acquisition of immoral habits, the sin of vicious associations; for all of which General Arbuckle is called to account, because, forsooth, he owns a plantation in the Arkansas Territory.

When we collate what he says of the evils of the social segregation incident to infantry service, with his declaration of the cause which has so long operated to effect it for the seventh, how can we avoid adopting the foregoing interpretation of his remarks? Read the subjoined extract, and see how cautiously he makes the one accusation; the others are deducible therefrom.

"Can it be that the regiment has been stationed principally on the Arkansas frontier for fifteen years, for the purpose of gratifying the pecuniary advancement of some of its higher officers; or is it because the officers, generally content with performing their duties faithfully, have waited in silence for justice to be done them? There is good reason for supposing that the first of these has the greatest influence in a certain quarter; and particularly when it is known that the chief of the regiment has a plantation on the Arkansas river."

The application which your "Arkansas" correspondent makes for information, touching the principle which regulates the policy by which the Department of War is governed in the arrangement of our infantry regiments to their several stations, and which he seemed to take for granted that your propinquity to Army Head Quarters would enable you to give, I hope will induce you to say, (what I know to be true) that although the private interests of Colonel A. may happen to be promoted by the position of his regiment, still there are better reasons why he, if not it, should remain where he is; and, that they grow out of the known fidelity of this officer to the best interests of the public service, out of his devotion to the welfare of the red race which surrounds him, with whom he holds a sort of patriarchal relation, and out of the moral influence of his name, which tends essentially to the preservation of peace among the rude tribes whose country skirts our southwestern borders.

I will fully accord to your contributor all that he assumes respecting the effects of a protracted residence at one of our out posts. I will grant, for the sake of argument, that it not only extinguishes military enthusiasm, but that it as effectually annihilates our moral affections; and, for a striking instance of these effects, I will point to your correspondent himself, who by his wanton attack upon the colonel, shows most conclusively to me, that he wants one essential military attribute, *esprit du corps*, and what is of paramount importance, a lively sense of right and wrong.

The seventh regiment, it is true, has long and faithfully stood as a wall of defence to the Arkansas frontier. It has served not merely as a sentinel on the outworks of civilization, but it has annually, and without noise, showed itself in force among the predatory bands of the prairies, averting the evils of savage warfare, and opening a way for the introduction of the arts and comforts of rural life. For these reasons, I would say, with "Arkansas," that this regiment has acquired a right to choose itself a station from among those occupied by this arm of service.

NEOSHO.

THE LATE CADET CARTER.

Died, at West Point, on Tuesday, 2d June, 1835, in the 19th year of his age, JAMES GIBBON CARTER of Virginia, a cadet of the U. S. Military Academy.

The circumstances which led to the death of this estimable young man, are of the most distressing, heart-rending character.

Whilst fencing, for amusement, with one of his most intimate friends, he accidentally received a wound in the eye, from a foil, of which he expired in about eighteen hours.

This melancholy occurrence has cast a gloom over

our little community, which time only can dispel, and his death has created a void, which can never be filled.

At a meeting of the corps of cadets, assembled at West Point, on the 2d of June, 1835, for the purpose of expressing their deep regret at the sudden and accidental death of one of their late comrades, and concerting such measures in relation thereto, as might be called for by the occasion, and as were prompted by their feelings; the following resolutions were unanimously adopted, to wit:—

1. That in the death of cadet JAMES G. CARTER, we have sustained the loss of a companion, whose inestimable qualities had endeared him to all who knew him, and whose exemplary virtues entitle him to the lasting recollection of his associates.

2. That a committee of ten, consisting of four from his own, and two from each of the other classes, be appointed to prepare a letter of condolence, on behalf of his bereaved companions, to be forwarded to his relatives, and to communicate to them the proceedings of this meeting.

3. That the committee address a letter to our companion, who was the unfortunate cause of the accident, expressing the sincere sympathy that we feel for his situation.

Cadet J. N. ELLIS, *Chairman*.

§ The Richmond papers are requested to give the above an insertion.

From the New York Evening Post.

The following account of the proceedings of the board of visitors to the Military Academy at West Point, on the occasion of the melancholy circumstance which we briefly mentioned last evening as having occurred there a few days since, including a report of the remarks of the President of the Board, the honorable PETER V. DANIEL of Virginia, and the funeral obsequies of the deceased, is furnished us by a friend, one of the visitors from this city.

DEATH OF CADET JAMES GIBBON CARTER.

UNITED STATES MILITARY ACADEMY,

WEST POINT, N. Y., June 2, 1835.

The Hon. Peter V. Daniel of Virginia, President of the Board of Visitors, presented a general order from Lieutenant Colonel De Russey, commandant of the post, announcing the death of Cadet JAMES GIBBON CARTER of Virginia, and that his remains would be interred with military honors, at 5, o'clock, P. M.

After the order was read, the president made some appropriate and feeling remarks to the following purport:

"In presenting myself to you, gentlemen, as the organ of this communication, I am constrained to say that my feelings, (standing in the relation either of a citizen of our common country, or of the State from which I am delegated here,) are of a deeply painful character.

"The subject of the sad announcement just made, seemed invested with claims to the general sympathy unusual, indeed, if not almost peculiar—not merely that we have seen him in an instant cut down by the power of a mysterious Providence, midst the flush and joy, and hope of youthful prime, though this indeed were an event at once acknowledged by every generous and manly breast. But he had claims still stronger and more extended than this—he was the descendant, and bore the name of a revolutionary patriot who was distinguished in an achievement, performed within the immediate compass of our vision, which has given lustre to a period justly regarded as the era of heroism. He was the grandson of Major James Gibbon, the soldier who distinguished himself on the forlorn hope, at the storming and capture of Stony Point. It is natural, it is right, gentlemen, that gratitude for the virtues and services of the ancestor should create and foster the kindlier feelings for his posterity. I shall be excused, therefore, I know, for adverting, as I do, with sincerest satisfaction, to what I have named as one of the proofs of that just and strong regard which this aged patriot has won and steadily preserved. Major Gibbon has always ranked in that class of politicians in our country, distinguished by the appellation of federalists; yet, in all the phases of political party, he has been unreached by its intemperate strifes. I have heard that it

was once proposed to the illustrious Jefferson to remove from the office he has long filled, (that of collector for the port of Richmond) this respected veteran, on account of his alleged heresies in political principles, and that the proposal was repelled with instantaneous and stern and just reprobation; with a grateful recurrence to the heroism of Stony Point, and a declaration in the homely, but expressive vernacular of the country, of a readiness to share with such a man his "last hoe cake." Though blessed with the merited regard of his countrymen, this patriot soldier has felt the hand of adversity with a pressure which, though it has been severe, he has hitherto been able to resist. He had a son who bore the honorable livery of his country, and who, when contending for her rights, and in her service, was made captive by a savage foe, by the unfortunate stranding of the frigate Philadelphia, on the coast of Barbary. When afterwards he was released, by the valor of Eaton, from a Tripolitan dungeon, he was but restored to his country and his parents to be soon and suddenly cut off by one of those awful visitations which sometimes cover with darkness and horror entire communities. I allude to the conflagration of the theatre at Richmond, by which many of Virginia's most valued children were suddenly snatched to premature and frightful destruction.

"The cherished and interesting grandson of the revolutionary veteran, the bearer of his name, and the pride of his waning years, had been placed in this institution with the fond anticipation, doubtless, that fostered by his country, he would rank high among her devoted and chivalrous defenders—and all may well have anticipated, that treading in the path of honor and patriotism, he would have proven the lineage from which he sprung. The untimely blight which has been shed upon all such anticipation, we have all just witnessed—witnessed it with feelings of deepest sorrow, and as expressive of those feelings, in some faint degree, I beg leave to submit the following resolutions:

"Resolved, That the members of this board sincerely lament the untimely and afflicting death of Cadet James Gibbon Carter, and that, in testimony of their feelings inspired by that catastrophe, and of their sympathy with the friends of the deceased, they will cordially unite in the tribute of respect proposed to be rendered to his memory, and we will use the usual badge of mourning while remaining on duty at this post.

"Resolved, That the resolutions be entered amongst the proceedings of the board of visitors—and that the same be likewise communicated to the superintendent of the Military Academy at this place."

Extract from the minutes.

W. T. ROGERS, Sec. pro tem.

Precisely at five o'clock, P. M. the funeral procession was formed and moved from the Chapel to the place of interment in the following order:

- 1 Escort, with reversed arms.
- 2 Music, muffled.
- 3 Chaplain and surgeon.
- 4 Corpse and pall bearers.
- 5 Mourners.
- 6 Cadets, without arms.
- 7 Academic staff.
- 8 Board of visitors.
- 9 Citizens.

On arriving at the place of interment, the corpse was deposited in the grave, and three volleys of musketry fired by the escorting cadets. The procession then returned.

Cadet Carter was a young man of great promise, and universally esteemed. On Monday afternoon, he was engaged in fencing with his room-mate, but unfortunately without buttons on the foils, when the point of the foil of his companion penetrated below the eye, reached the brain, and he lingered in an insensible state until next morning, when he expired. No blame or imputation is attached to his room-mate, and the cause of his death has been unanimously pronounced, by a court of inquiry, to be accidental.

Yesterday afternoon Midshipmen MAGRUDER and SHUBRICK, repaired to the field of honor at Bladensburg, to settle a dispute that had arisen between them, in the way in such cases made and provided. We have been informed, that after an exchange of two shots, in which no injury was sustained, the affair was amicably

arranged, and the parties returned to Baltimore this morning.—*Baltimore Patriot*, 10th instant.

The Baltimore American of Saturday last says:—

"We are requested to state, that it was not *Midshipman MAGRUDER* that was engaged in the affair at Bladensburg, a few day since."

Domestic Miscellany.

GRADUAL INCREASE OF THE NAVY.—By the advertisement from the Navy Commissioner's office, dated May 25th, it will be seen that proposals have been issued for the delivery of White Oak keel pieces for eight seventy-fours, eight frigates, and ten sloops of war, to be delivered by the first of August, 1836, at the naval stations of Portsmouth, Boston, New York, Philadelphia and Norfolk; together with a vast quantity of other timber in proportion to be delivered at the Navy Yard at Boston.

This is by far the most extensive movement that has ever taken place at any one time in regard to the navy, and fully indicates a disposition on the part of the government to place this right arm of our country's defence upon the most permanent foundation, and that too without delay. The above prospective increase, we take it for granted, is entirely independent of vessels already enumerated in the report of the Secretary of the Navy as being in a state of preparation, in which case, when the whole shall be completed, our naval force will amount, all told, to 25 ships of the line—32 frigates—31 sloops of war, and 8 schooners—a force, efficiently and effectively manned, as our vessels usually are, not only sufficient to protect our own coast from insult, but to carry destruction and dismay among the colonies of the most powerful nations on the globe. To officer and man such a force as the above, would require not much short of 40,000 men, and however visionary at the present moment it may appear to many, that we shall soon be able to effect this, we hesitate not to say, such is the wonderful increase of population, commerce and general resources of this country, particularly of the South Sea whaling business, that nursery of the best seamen in the world, that at the end of another ten years, it may be accomplished by these United States easier than by any other nation on the globe, with the single exception of Great Britain; and many years will not elapse, at the present ratio of increase, before our commerce upon every sea, the East Indies perhaps excepted, will be equivalent to hers.—*Boston Gazette*.

The foregoing paragraph sounds largely, and would lead to a conclusion that we are making preparations in earnest for any war that may occur. But it savors a little of romance. We learn, upon inquiry, that the timber to be contracted for is only intended for the repairs of vessels already built, for which purpose every prudent government will always keep supplies on hand.—*Editor A. & N. C.*

From Poulson's Daily Advertiser.

THE VENERABLE BISHOP WHITE.—Nearly a year since I had a long conversation with the Right Rev. Bishop White, in which he stated that he was the only one of the clergy of Philadelphia who declined preaching a military sermon, on the raising of troops, prior to the declaration of independence; and that he continued to pray for George III. until the declaration. But he was, nevertheless, one of the first, if not the very first, that took the oath of allegiance. He had no objection, he says, to the organization of corps of military men at the time he declined, but he had a decided objection to

"Make the pulpit a drum ecclesiastic."

Colonel Matlack was appointed to apply to him to request that he would preach a sermon on the subject; but he anticipated the colonel by calling and stating his objections, which of course prevented the application of the colonel.

Having some doubts of the correctness of my reminiscence, I wrote the bishop, sending him the above statement, to which I received the following reply; which, let me observe, in defiance of Shakespeare's

Seventh Age,—Second Childishness and mere Oblivion,"—is written in as plain and legible a hand as Rand, the Chirographer, could produce:

"May 5, 1835.

"DEAR SIR: Your note of this day, relating the substance of a conversation with me, in July of the last year, to the best of my recollection is correct.

"Yours, respectfully,

"WM. WHITE."

"M. CAREY, Esq."

THE INDIANS.—It is generally known that for a number of years, a warfare has been carried on between the Sacs and Foxes, and Winnebagoes and Menominee Indians, on our frontiers. Murders and massacres have been the consequence of this misunderstanding, and although measures have been frequently adopted by Government, to endeavor to put an end to their wars, by calling together the different tribes, and urging them to sign articles of peace, yet the treaties made in this way have always been of short duration.

Early in May, a deputation went from the Sac nation, to meet the Winnebagoes and Menominees at Prairie du Chien, to make offers of peace, but farther time was asked by the latter to collect their braves, &c. They at length assembled at Prairie du Chien, when it was determined by them that they would accept the offer made by the Sacs and Foxes. About the 7th ult., the Sacs and Foxes again sent a large deputation to meet a deputation from the other tribes, who met at Prairie du Chien, and, we are pleased to learn, came to an amicable adjustment of all their difficulties. The following is the treaty formed between them:

Whereas, difficulties having heretofore unhappily existed between the Winnebago, Menominee, and Sac and Fox nations, and they having voluntarily met at Prairie du Chien, by a full deputation from each nation, proceeded, in the presence of General Joseph M. Street, Indian agent, and Col. Z. Taylor, of the United States Army, to make the following peace, to wit:

Art. 1. Each nation mutually agrees to forgive past injuries, and bury the tomahawk forever.

Art. 2. In consideration of the first article as above, each nation consent that the prisoners of one nation, confined for offences against either of the nations, shall be released.

Art. 3. The Sac and Fox nations agree to deliver into the hands of their agent, General Joseph M. Street, a number of horses, a quantity of wampum, and other goods, to be distributed to the Winnebagoes and Menominees, to cover the dead recently killed by the Sacs and Foxes.

FASTEST BOAT IN THE WORLD.—The steamboat Lexington made her first trip to Providence on Monday, and returned yesterday. She is elegantly fitted up, and so arranged as to be airy and pleasant. But it is not in those respects particularly that she deserves notice, though in them she is probably equal to any other boat. Her superiority is in her firmness and ease in the water, and above all, her speed, in which we suppose it is safe to say, she surpasses any boat in the world, and has in fact reached a degree which was supposed two years ago, impossible, and which is calculated to throw some new ingredients into the inquiry respecting the relative value of the various modern improvements in travelling. The Lexington made her passage to Providence in twelve hours and twenty-eight minutes, after deducting eight minutes for stops; and her passage back from Providence to opposite the Dry Dock, in this city, was performed within twelve hours. For a part of the way, her speed was twenty miles an hour. The distance from New York to Providence is called two hundred and ten miles. The construction of the Lexington is in several respects novel, and as she acquires her superiority from those novelties, they will be interesting to all persons engaged in the building of vessels.

She is 208 feet long, has 22 feet beam, and 11½ feet hold. She is timbered in a manner to give the greatest degree of strength, and is put together with the utmost accuracy and nicety of workmanship. But that which enables her to endure, on so long a line, the immense pressure which bears upon the stem and stern while she is forced through the water at so rapid a rate, is that the dock is an arch, thus bringing the pressure against the ends of the timbers and planks, instead of

against their sides. The stroke of the piston is 11 feet, the diameter of the water-wheels 24 feet, and the revolutions 21 to 23 a minute. The boiler and weight of machinery, as far as possible, is placed in the hold. Some of the passengers breakfasted in Boston yesterday, and brought with them the Boston papers of yesterday morning. The Lexington was built by Bishop and Simonson, under the direction of Capt. Cornelius Vanderbilt, her owner. Her construction exhibits great knowledge of mechanical principles, and a peculiarly bold and independent genius. We ought to add, that notwithstanding her great speed, there are no wood-piles necessary on deck, and the expense of fuel is not more than half so great as an ordinary boat. The speed with which she came down from Providence, would carry her to New Orleans in four days.—*Journal of Commerce*.

COMMERCIAL.

TEMPERANCE AMONG SEAMEN.—The reformation which has taken place among seamen within the last few years on the subject of temperance, is far greater than any one would have dared to anticipate. Among the many gratifying proofs of such a change, we record with pleasure the facts stated in the following note.—*Jour. of Com.*

To the Editors of the Journal of Commerce:

MONDAY, June 1st, 1835.

GENTLEMEN,—It is with much pleasure we inform you of the remarkable fact, that we have received on board of our ships the crews of each, all in a perfect state of sobriety, and what is more worthy of note, none of them having brought a drop of grog on board, there being upwards of sixty men who compose the crews.

S. H. POMEROY,

First Officer, packet ship Europe.

J. M. CHADWICK,

Officer packet ship Westminster.

GEORGE B. WOODWORTH,

First Officer packet ship Charles Carroll.

The three packet ships here mentioned sailed yesterday; one for Liverpool, one for London, and the other for Havre. The crews were shipped by Messrs. Goin, Poole, and Pentz, who, we understand, have determined hereafter to keep a register of all seamen arriving in port.

PIRACY.—By advices received at the New Orleans Bulletin office, from Texas, we learn that a vessel called the Montezuma, purporting to be a Mexican cruiser, under the command of the lieut. (the captain being sick) who it appears is the same individual who was captured some two or three years since by the U. S. sloop of war Grampus, and tried as a pirate in this city, and very narrowly escaped hanging, seized upon the American schooner Martha, Deval, master, hence on the 25th ult. lying in the bay of Galveston, and took possession of the vessel and cargo, and placed a guard on board. Ten of the passengers were taken into custody and sent on board the cruiser, where they were, notwithstanding every remonstrance on their part, placed in the hold, under hatches, and detained until next day. While they were thus in custody, the Mexican soldiers had examined and overhauled every article on board the Martha, particularly the private clothing, and brought away from her a quantity of bacon and cheese. They also took possession of all the passengers' guns, rifles, pistols and dirks, found in their trunks and on their persons, and also the saddles and bridles which belonged to them, as their means of travelling in the colony to which they were emigrating. Many of the passengers had their money stolen, and much of their private clothing.

The cargo of the Martha was valued at \$50,000.

After the capture of the Martha, the Montezuma sailed for Vera Cruz; when off the Brazos, (report says, which may be relied on,) she fell in with another schooner, loaded with a very valuable cargo of goods, belonging to sundry merchants of Brazoria, Columbia and San Felipe, which she also took possession of, landed the passengers, and after seizing all their saddles and bridles, guns, rifles, pistols and dirks, put a prize crew on board, and ordered her to Vera Cruz. Whatsoever object there may be in the Mexican Government, if they have a hand in the affairs at all, it demands the prompt attention of our Government.

VOYAGE OF THE U. S. FRIGATE POTOMAC, under the command of Commodore JOHN DOWNES, during the circumnavigation of the Globe, in the years 1831, 2, 3, and 4, &c. &c. By J. N. REYNOLDS. 1 vol. 8vo. New York, HARPER & BROTHERS. A very handsome volume of nearly 600 pages, illustrated with some good engravings from sketches by Mr. Searle, records the result of the Potomac's circumnavigation of the Globe. The time was, within our memory, when each one of the crew of a ship that had performed this great voyage, would have been an object of interest and curiosity: but now, our stars and stripes have made the pathway over the ocean so familiar, that no sea feats have power to astonish us.

This voyage was one, creditable to the nation and to the gallant officers and crew who performed it. The events—not omitting the warlike incident of the destruction of QUALLAH-BATTOO—are well recorded by our author; and the whole result is alike, as political, literary, and typographical, worthy to be commended by and to Americans.—*N. Y. American*.

SUB-MARINE DESCENT.—On Thursday last, a man clothed in the India rubber dress, invented by Mr. Norcross, of Maine, descended into the water near Rindge's wharf, at the north part of this town. Quite a collection of people assembled to witness this singular feat. The man was in the water something like half an hour.—At first he had some difficulty in keeping down upon the bottom of the water, in consequence of not having taken enough ballast on board, and was seen occasionally floating under the surface. This difficulty was soon remedied, and he found a firm footing on the bed of the river. A tube of India rubber attached to an air pump, supplies him with air for breathing.

He made repeated signals by means of a rope for larger quantities of this necessary vital element; and the bystanders could not but entertain an apprehension that by some accident happening to the pump, the poor fellow might possibly be strangled for want of breath. The motion of the pump was quickened and the man fully supplied. It was by no means an agreeable sight.

We understand that on Wednesday, this same man was under the water an hour and a half on Rye beach hunting after a chain cable lost a few weeks ago from the ship Emerald when she went ashore, but he did not succeed in finding it.—*Portsmouth N. H. Journal*.

Foreign Miscellany.

NAVAL FORTITUDE.—A French paper says, that the surgeon of one of the frigates relates the following anecdote, which occurred at the battle of Algiers:—

"The captain of the foretop, on his leg being so wounded that only a small portion of skin kept it connected with the thigh, with the view of obtaining surgical aid as soon as possible, grasped a rope, by which to lower himself upon deck. When he had descended about half way from the foretop, the mangled limb, over which he could not possibly have any control, became so entangled among flying ropes, that he was under the necessity of hauling himself up full three feet, that he might disengage it with the assistance of the sound one, while he was still hanging by his arms in the air, and with a shower of shot and shells flying round him. At length, having accomplished his end, he descended quietly upon deck. When placed on the cockpit, and waiting till the surgeon had completed the amputation of an arm in which he was then engaged, the death of the bugleman, whose wife was at this time in the cockpit, was announced. The poor woman was instantly thrown into a violent paroxysm of grief, and while she was thus bewailing her loss, the wounded captain of the top, with much composure and naivete, called "Come, Poll, leave off blubbering—you shall not be a widow long; I will marry you myself as soon as I am well." He has since performed his promise."

THE FIREFLY.—We are pleased to learn that the reported loss of Lieut. McDonald, commander of the late schooner, Firefly, is incorrect; that gentleman has escaped with his life—his preservation was almost miraculous, his sufferings intense; for, after ten days' exposure on a

reef, he was fortunately discovered and conveyed to the Balize. We cannot refrain from expressing our sincere regret at the loss of Mr. Lockyer, first mate; the assistant surgeon, Mr. McRae, and six seamen, as also Captain West, his son and servant, who were taking passage in the Firefly, when she was wrecked. Mr. Lockyer was the son of Captain Lockyer, late Mayor of Plymouth, England, and has been some years in his Majesty's service. Captain West was of the Royal Engineers, and had been ordered from Jamaica to Honduras, on duty, and was on his return. He is spoken of as an officer of much merit, as having served with great distinction during the peninsular war, and during the attack on New Orleans, where his conduct was most particularly mentioned, as a zealous officer, and one of promise.—*Bermuda Gazette, May 29.*

DRIFT OF CURRENTS.—The following facts respecting the set of currents in very different parts of the ocean are interesting:—A glass bottle was picked up on Monday morning, the 16th inst. on the sea shore of the royalty of Upton, in the parish of Guithian, within the Bay of St. Ives, Cornwall, containing a letter, of which the following is a copy:—"For New York, per ship Victoria, August 13, 1834, long. 50° lat. 45°. We, the undersigned passengers, enclose this for the purpose of ascertaining the current of the Atlantic.—Should the same be drifted on shore and picked up by any person, they will oblige the parties by publishing when and where the bottle was found, in one of the London newspapers. Thomas Counah, Liverpool; Charles Lock, Chelsea, Middlesex; Thomas Firth, Yorkshire; Edward Parsons, New York." Some years since a large pine tree, with its bark on, was found on the same royalty; perhaps carried into the ocean also by the waters of the great river St. Lawrence. On the 30th October last, while the Regent Lighthouse tender was setting her trysail in a gale, about fifty miles off Kinnaird Head, in Aberdeenshire, her stern boat was carried away. This boat was picked up at the mouth of the Eyder, about the 10th of February. It must therefore have drifted 390 miles in 103 days, or at the rate of 3 3/4 miles in twenty-four hours. A similar circumstance, but in the reverse order, occurred in the year 1809, while the Bell Rock Lighthouse was building—one of the buoys of the Eyder, which had drifted from that river, was picked up off the Bell Rock.—*United Service Gazette.*

Army.

Captain J. Bradley, Second Infantry, relieved from duty in the Quarter Master's Department, on account of ill health.

RESIGNATION.

Lieutenant George W. Long, Fourth Artillery, 31st December, 1835.
Brevet Second Lieutenant Eustace Robinson, Fourth Infantry, 11 June.

ARRIVALS AT WASHINGTON.

June 9—Gen. J. E. Wool, Insp. General, at Fuller's.
Major R. L. Baker, do Ordnance, do
11—Capt. W. C. De Hart, A. D. C. do
13—Capt. N. Tillinghast, Seventh Infantry, do
Major S. Churchill, Third Artillery, on his way to Eastport, Maine.

Navy.

FROM THE MEDITERRANEAN.—Gibraltar papers to April 23d, received at Hudson's News Room, state that a heavy gale commenced on the 18th of April, which lasted three days and did much damage.

The U. S. ship John Adams parted two cables, but brought up with the third anchor. The Delaware lost one anchor. The Potomac broke the flues of both anchors, put to sea, and had not returned or been heard of on the 24th.

We find by the Gibraltar Chronicle of the 15th of April, that the whole of the American squadron arrived there the day before, all 25 days passage from Mahon. The U. S. schooner Shark is mentioned as having arrived in twenty-four hours from Cetta.

Extract of a letter, dated

"GIBRALTAR, April, 22, 1835.

"I arrived here on Saturday, 18th instant, running in at great risk (but less than to remain out) in a heavy southeast gale, under close reefed topsails, since which I have been able to land but twice. The U. S. squadron are here. The Delaware has lost two chains and one anchor; John Adams, two anchors; Potomac, one chain and anchor. The brig Mallory, of Boston, dragged and came foul of me, doing some damage. On cutting her clear, she went on shore on the Spanish coast, and will no doubt be totally lost. I am the only one in my vicinity that has not dragged. The gale has been very heavy, and much damage is anticipated on the Spanish coast in the Mediterranean. I was very fortunate to get in, and as much so to hold on."

The U. S. frigate Brandywine was at Callao on the 23d April. Officers and crew all well.

The U. S. ship Natchez, Captain Zantlinger, and schooner Enterprize, Lieutenant commanding Campbell, sailed from Montevideo for Rio Janeiro on the 23d April, and arrived prior to second May.

The U. S. ship Erie, Captain Percival, was at Buenos Ayres on the 2d May, all well.

The following is a list of the officers attached to the U. S. surveying schooner Jersey, employed on the survey of the coast.

Thomas R. Gedney, Lieutenant commanding.

Lieutenant George S. Blake.

Passed Midshipmen—F. Huger, A. Griffith, T. J. Page, J. T. McLaughlin, A. S. Worth, B. W. Hunter, T. A. Jenkins, B. F. Sands, J. L. Ring.

RESIGNATION.

William Waters, Boatswain, 5th June.

RECEIPTS BY MAIL, &c.

ON ACCOUNT OF THE ARMY AND NAVY CHRONICLE.

[From the 10th to the 16th June, 1835, inclusive.]

11—Reading Room, Fort Hamilton, N. Y.	10 June 1836.	\$3 00
16—Gen. G. M. Brooke,	Army, Ft. Howard, Green Bay, Michigan.	31 Dec. 1835. } 20 00
Lieut. W. Alexander,		
Lieut. M. E. Merrill,		
Lieut. R. B. Marcy,		
Dr. R. S. Latterlee,		
Sergt. J. Keefe,		
Sergt. D. W. Clinton,		
C. R. Brush,		\$23 00

MARRIAGES.

At West Point, N. Y., on the 9th instant, Lieutenant FRANCIS H. SMITH, of the first regiment U. S. Artillery, to Miss SARAH F. eldest daughter of Dr. THOMAS HENDERSON, U. S. Army.

At the same time and place, Lieutenant SETH EASTMAN, of the first regiment U. S. Infantry, to Miss MARY, second daughter of Dr. HENDERSON.

In New London, Connecticut, on the 9th instant, by the Rev. Mr. Hallam, Lieutenant EPAPHRAS KIBBY, of the U. S. Army, to Miss SUSAN HENRIETTA, eldest daughter of Gen. BURBCK, late of the U. S. Army.

In Charleston, S. C., on the first instant, Lieutenant CHARLES B. CHILDS, of the United States' Revenue Service, to Miss REBECCA SWEATMAN, of Charleston, S. C.

DEATHS.

At the U. S. Arsenal, St. Louis, Mo., on the 21st ultimo, at the residence of Captain J. Symington, Miss CORNELIA INDIANA MAC RAE, eldest daughter of the late Lieut. Col. WILLIAM MAC RAE, of the U. S. Army.

At his residence, near Georgetown, D. C., on the second instant, Colonel EDMUND BROOKE, in the 74th year of his age, an officer of the revolutionary army.

In Baldwin, Maine, Mr. WILLIAM SPENCER, aged about 70, a soldier of the revolution, and of the last war. He was a firm and unyielding patriot to his last hour.

In Boston, Mr. SAMUEL WHITE, aged 94, a revolutionary pensioner.

At his residence in Union district, S. C., on the 12th ult., Mr. JOHN VAN LEW, in the 81st year of his age. The deceased was a native of New Jersey. He emigrated to this State soon after the revolution, where he has since continued to reside. He was engaged in the war of '76, and bore a very active part in the battle of Monmouth.